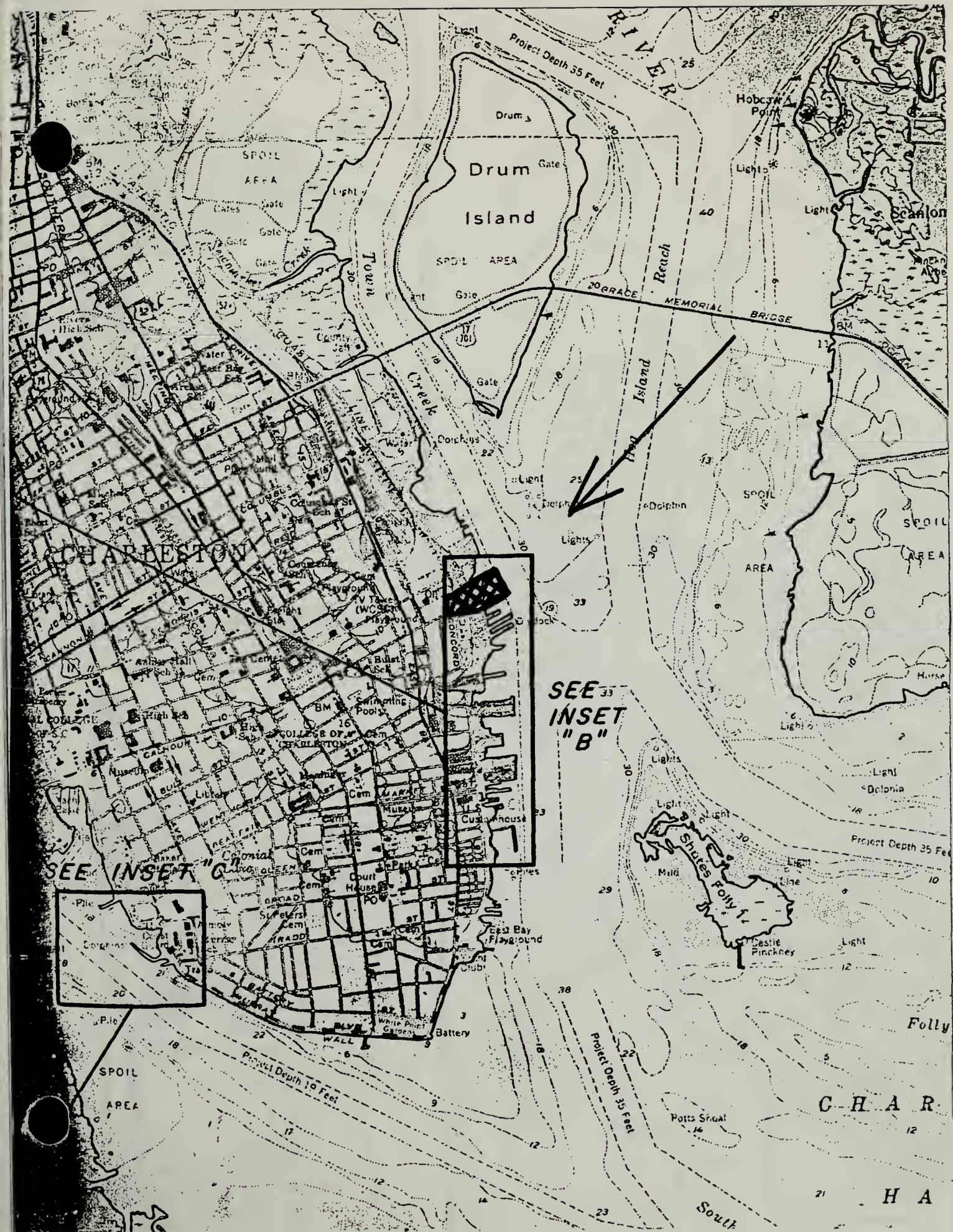
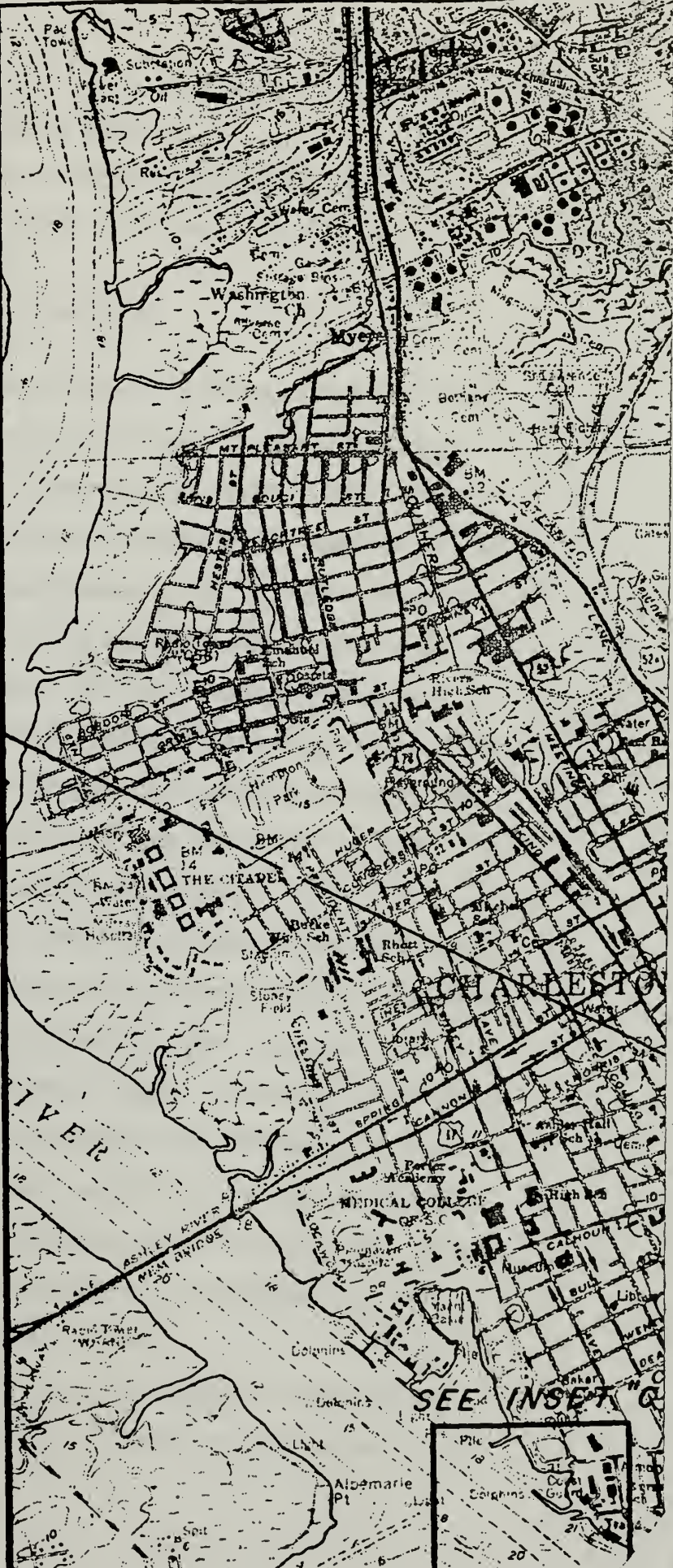
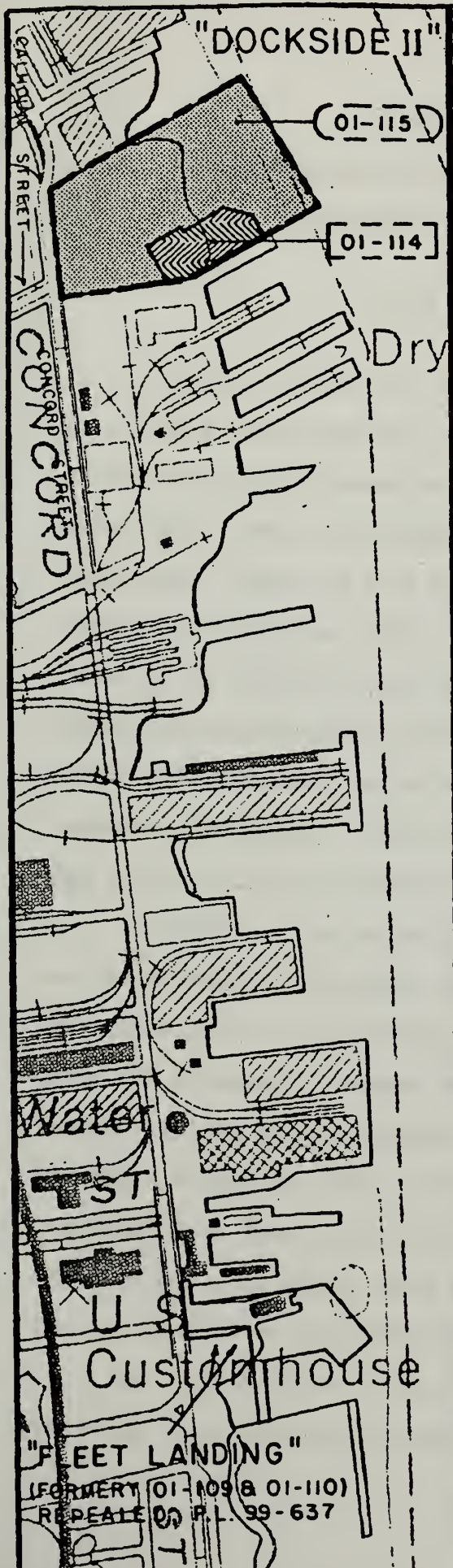


HISTORICAL STUDY
FORT SUMTER NATIONAL MONUMENT "DOCKSIDE II"
CHARLESTON, SOUTH CAROLINA

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December 1987





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Property tracts 01-114 and 01-115--hereinafter referred to as "the site"--at the foot of Calhoun Street (Boundary Street until 1850) were both undeveloped until 1767, after which they took on two distinctive "chains" of ownership and character. They did not merge again until brought under common ownership in 1920. In the interim the "south side" (01-114) of the site was filled in for permanent wharves, while the "north side" (01-115) remained generally aquatic--marsh and/or dredged water--though with occasional piers and temporary buildings. This remained the case down to 1938, the end of the purview of this historical study.

In general, the site was used for docking merchant ships and occasionally warships, though the records rarely separate the activities of the wharves which ran from the south side into the adjacent property south of that. Usually, that whole waterfront was simply "Gadsden's Wharf" or "Marshall's Wharf." By 1938, therefore, the site may well have contained archeological items from ships and wharves which utilized it. How greatly any such items were disturbed or destroyed by the adding of fill or by dredging is unknown.

The City Engineer map of 1946 and Alfred O. Halsey map of 1949, both identical (Maps 1, 2), show the east side of the

city with the prehistoric coastline configuration superimposed. At that time the shoreline fronted present Washington Street, with a tidal inlet penetrating to the center of the peninsula along what is now Calhoun Street. The site was located well out in the harbor and thus unconducive to human settlement. In any case, no archeological studies have been made of the water-front of the east side of the city, and thus no prehistoric settlements are known.¹

The Maurice Mathews map (Map 3) from about 1685, though crude, shows the old Indian Broad Path along the center of the peninsula and affirms the basically aquatic nature of the site.² The Grand Model map by Edward Crisp of about 1704 (Maps 4, 5), though varying over the shape of the 'Calhoun Street inlet,' shows the site to be well outside the first city walls and still underwater.³

As the city expanded northward, the shoreline was gradually filled in and plans laid for more streets. The 1739 Ichnography ("ground plan") (Map 6) shows Boundary Street laid out and adjacent areas becoming marshlands, although the site was still inundated. The "Plan of Charleston" (Map 7) probably dates from the 1760s, when Christopher Gadsden began to develop Middlesex

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1. Steven D. Smith, Deputy State Archeologist, to the author, December 10, 1987; conversation with Martha Zierden, Charleston Museum, one of the coauthors of the first east side study: Dale Rosengarten, et al, Between the Tracks: Charleston's East Side During the Nineteenth Century (The Charleston Museum Archeological Contributions 17, Sept. 1987).
 2. Library of Congress, reproduced from Isabella G. Leland, Charleston: Crossroads of History (Woodland Hills, Calif.: Windsor, 1980), p. 3.
 3. Library of Congress, in ibid., p. 7.

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on newly-filled land, and Boundary Street formed the northern terminus of that district and the city. The site was probably becoming marshy at this time and was bordered on the waterfront to the south by Anson's Landing.⁴

In 1767 Gadsden began construction of his famous wharf, by his own claim the largest in North America and certainly true for the Southern colonies. In that year he advertised for pine logs to be used as pilings. The work consumed seven years and included as its northern end the south side of the site. In 1768 he made an agreement with his neighbor, Alexander Mazyck, to establish not only what became the east end of Boundary Street but a canal extending from it between their properties. Gadsden's plan for Middlesex and his Wharf (Map 8) reveals the canal which would eventually become the lower part of Boundary Street. This canal was therefore to bisect the site, but subsequent evidence differs over the completion date of the canal.⁵

Gadsden advertised in the South Carolina Gazette on March 8, 1773 that the entire front of his Wharf was completed and ready for business, the rest (warehouses, buildings) nearly done, and that two ships had already been completely loaded with wares at the "North End." This was the section of the

4. Ibid., p. 23; Agreement between Christopher Gadsden and Alexander Mazyck, 1768 (CCRMC I#3, p. 4).

5. Gadsden-Mazyck agreement; E. Stanley Godbold and Robert Woody, Christopher Gadsden and the American Revolution (Knoxville: University of Tennessee Press, 1982), p. 73; "Plan of Lands Belonging to Christ. Gadsden, Esq." (CCRMC, McCrady Plat #624, c. 1770).

Wharf bordering on the canal to the north and sheltered waters of the dock to the south. By 1774, barrels of rice were being stored on the Wharf. This period represents the lowest level of historical-archeological activity on the site. Contrary to P. C. Coker's interpretation, there appears to have been no "lock" at the Wharf; he apparently misread "dock" for "lock" for point "B" on the "references" key. The docking inlet is shown on Edmund Petrie's fire insurance survey of 1788 (Map 9) and on the city plan of 1802 (Map 10). It was apparently wharfed in immediately thereafter (see Map 19, from 1807).⁶

During the American Revolution the north side of the site remained undeveloped marshland (see Map 16, dated 1795), owned by Gadsden, unlike his Wharf, which played a major role in that struggle. On the night of September 14, 1775, Colonel William Moultrie and the 2nd South Carolina Regiment of Foot left from the Wharf to ride the ebb tide to James Island, where they occupied Fort Johnson. A battery of seven guns was erected on Gadsden's Wharf, and the storage buildings of the Wharf were converted into barracks. The Wharf is shown on British General Sir Henry Clinton's 1780 maps during the siege of Charleston and a postwar map (Maps 11, 12, 13). An 1883 map of the city (Map 14) shows the defensive works north of Boundary (Calhoun) Street and the canal; these works also faced the site. It is inaccurate

6. South Carolina Gazette (Mar. 8, Oct. 11, 1773); Godbold and Woody, pp. 73-74; P. C. Coker, III, Charleston's Maritime Heritage, 1670-1865 (Charleston: CokerCraft Press, 1987), p. 42; Edmund Petrie fire insurance Ithnography, Aug. 2, 1788 (South Carolina Historical Society, SCHS); City Plan of 1802 (SCHS).

in that it does not include the fortifications that were located on Gadsden's Wharf, as Clinton's maps do. Given the crucial position of the Wharf in the American defenses, it probably saw a great deal of activity and may well have provided refuge for defending ships as they were stripped of their guns to aid in the fortifications ashore.⁷

Upon the British occupation in 1780, the British forces utilized Gadsden's Wharf as a forage yard and anchorage. During a storm in August 1782, the 5th-rate man of war HMS Thetis, 32 guns, sank somewhere along the Wharf. Even though it was presumably salvaged, debris from the vessel and other American and British military equipment and stores may remain on the bottom of the site. When the British evacuated Charleston on December 14, 1782, they departed from Gadsden's Wharf. Then, on September 20, 1783, a fire occurred at one of the warehouses there, adding to other damage the Wharf suffered during the war.⁸

The only other notable naval activity at the Wharf for the next several decades took place in 1799 when the newly-launched U. S. Navy frigate John Adams was tied up there to receive her masts and rigging. One may assume, though, that numerous other

7. Godbold and Woody, p. 157; Coker, pp. 103, 107.

8. Harriette Kershaw Leiding, Charleston: Historic and Romantic (Philadelphia: Lippincott, 1931), pp. 140-141; Coker, pp. 106, 110, 114, 125; Jamie W. Moore, The Lowcountry Engineers: Military Missions and Economic Development in the Charleston District, U. S. Army Corps of Engineers (Charleston: U. S. Army Corps of Engineers, 1981), p. 10; Godbold and Woody, pp. 224, 228, 239.

warships as well as the usual merchantmen utilized the Wharf continually down to and including the Civil War, and some were no doubt damaged during sudden storms.⁹

During or immediately after the Revolutionary War, Alexander Masyck leased from Gadsden the north side of the site as part of his plan to extend Mazyckborough to the east of Washington Street. Although this area was still marsh, he laid out five lots and a "Channel lot" on the site. In 1784 Gadsden demanded that the state legislature extend Boundary Street to his Wharf, though at considerable expense to the state. A survey was undertaken by Joseph Purcell (Map 15) in February 1786 on which the proposed lots were laid out. Gadsden and Mazyck agreed to extend the 70-foot-wide Boundary Street as a 35-foot "half street" and a 35-foot canal to the end of Gadsden's Wharf, which was then completed by 1795 (Maps 16, 17). By this time, "Gadsden's Canal" was utilized for loading lumber. But Mazyck's lots were never developed, and the north side of the site remained marsh. (What appears to be a coastal structure on Map 16 is actually a hole in the old map.)¹⁰

The passing of both men led to an apparent dispute between their heirs over ownership of the north half of the

9. Coker, p. 143 and passim.

10. Rosengarten, p. 14; Godbold and Woody, pp. 234-235; Samuel Gaillard Stoney, This is Charleston (Charleston: Carolina Art Association, 1944), p. 127; Joseph Purcell survey, Feb. 1786 (McCrady Plat #479, CCRMC); two Goddard and Sturges surveys, July 1795 (McCrady Plats #449, #545, CCRMC).

site. In 1807 Elizabeth Mazyck leased it from Rev. Christopher Edwards Gadsden and had a fresh survey done by Purcell which reaffirmed the projected Mazyck lots, Gadsden's Canal, and Gadsden's Wharf along the south side (Maps 18, 19). The lease was renewable on a yearly basis, but no development occurred, and in 1817 Rev. Gadsden was awarded title to the disputed marshland. He did nothing with it, however, as a City Council map of 1836 (Map 20) suggests, as do City Neck plans of 1842 and 1844 (Maps 21, 22). About 1846 a railroad depot was proposed for the north part of the site (Map 23), but was rejected.¹¹

In 1850 (when the name of Boundary Street was changed to Calhoun) the Mazyck heirs renounced any claim to the north side, enabling Bishop Gadsden to sell it to Richard Furman Smith the same year. In 1851 Smith leased the property to B. F. Smith and Nelson B. Prothro for development as a lumbering business. The lease stipulated that a wharf should be built from Washington Street to the site, of wooden construction to a height above highest water, and filled in underneath with mud. The canal on the north side of this wharf was to be

11. Mazyck lease from C. E. Gadsden, Nov. 25, 1807 (U7-461 CCRMC); Purcell surveys 1807 (McGrady Plat #543 CCRMC; City Archives); Master in Equity to C. E. Gadsden, Jan. 22, 1817 (P8-430 CCRMC). Four other, sketchy 1807 Purcell plats exist but are redundant. City Council map 1832 (R31-32); Plan of the City of Charleston 1842 (Carolina Art Association); Plan of the City Neck of Charleston 1844 (SCHS); Plan of Proposed Depots for the So. Carolina Rail Road, c. 1846 (SCHS).

"of sufficient depth to float his rafts at ordinary tides [and] to be provided with a gate to keep in the tide." This would have been a lock. The canal on the south side of the wharf was to allow lumber to be hauled up onto the wharf, the vessels passing through a "bridge wharf," the planking of which could be moved for easy access. Smith laid out the plan on a plat in 1852 (Map 25), showing in addition four piers between the bridge wharf and the low water mark of the Cooper River. Gadsden's Canal and "margins" are also shown adjacent to the bridge wharf.¹²

Dredging certainly occurred for these "canals" alongside the new wharf and piers, but whether a lock gate was installed is not known. An 1852 Bridgens and Allen map of Charleston (Map 24) shows a building inside the site, but this is probably an error, for Smith's plan (Map 25) places the "wooden building" just west of the site. In 1854 Smith sold out to Nelson Prothro, whose entire operation came to be known as "Prothro's Mill," although the steam sawmill itself was located at the foot of the wharf, on Washington Street.¹³

Meanwhile, the south side of the site, Gadsden sold his Wharf and Canal to Joseph S. Addison and David W. McIntosh in 1846 for a shipyard and the adjacent lot in 1847 to Jonah M.

12. Mazycks' release of claim to C. E. Gadsden, June 11, 1850, and Gadsden sale to R. F. Smith, Sept. 12, 1850 (F42-252, Z-12-33, CCRMC); R. F. Smith lease to R. B. Smith and N. B. Prothro, Oct. 1, 1851 (R42-186); Plat A120 of 1852.

13. Bridgens and Allen Map of Charleston 1852 (Charleston Museum); Smith sale to Prothro, Mar. 11, 1854 (A13-605, CCRMC).

Venning (Map 24, in 1852). Venning in turn leased portions of his property to others in 1849 and 1860. The Venning portion some time later (the chain is broken) returned to the owner of the Wharf. In 1852 Addison sold his half-interest in the south side property to McIntosh. By this time Calhoun Street extended along the canal from Concord almost to Wharf Street. This east end of Calhoun was covered with wooden planks over the fill. McIntosh then died, and the Wharf was purchased in 1859 by John Marshall (Map 25).¹⁴

One may assume that the canal on the site was kept dredged, as Colton's 1855 Map of Charleston (Map 26) indicates. This map is inaccurate in that it omits Prothro's lumber wharf on the north side, but it does suggest that the site was kept dredged for vessels utilizing the wharf and piers and their canals. A newspaper account in the Charleston Daily Courier of September 3, 1860 recounts the construction of a new wharf for the Charleston Gas Company as an extension of Charlotte Street. For comparison purposes with the site, which it bordered, the story notes how piles were driven "only to the depth of 48 feet" where they struck "a firm bottom." There, on the bottom, "Palmetto logs and live oak butts, in a perfect state of preservation, were found in considerable number."¹⁵

The site did not figure in the Confederate defenses of the city until the middle of the Civil War when a Union penetration of the harbor seemed possible. At the end of September 1863, Major General J. F. Gilmer of the Confederate Army's Engineer Corps reported that

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14. Gadsden sale to Addison and McIntosh, Jan. 1, 1846 (Y10-907 CCRMC); Gadsden to Jonah M. Venning, Jan. 20, 1847 (411-41); Addison to McIntosh, Feb. 23, 1852 (Q12-197); Master to Marshall, Apr. 7, 1859 (A14-231); Rosengarten, pp. 113-114.
 15. Colton's Map of Charleston 1855 (SCHS); Charleston Daily Courier, Sept. 3, 1860; Rosengarten, p. 119.

construction of a battery had just commenced at the foot of Calhoun Street. This could mean at Concord Street or the end of the Wharf (see Map 25). Lieutenant John Johnson's November 28, 1863 map of Charleston's defenses (Map 27) notes the presence of the battery. The following May Gilmer reported that it was comprised of one 8-inch rifled Columbiad (not a Brooke gun, as the Union forces thought). The battery was the same when the city fell in February 1865. A photograph (Plate 1A) at that time shows the Calhoun Street battery, including parapet, gun, and bombproof mound behind. Like all the batteries in Charleston proper, this one was comprised entirely of earthen fill piled over a small wooden magazine--all above ground and the street level, with what was probably a wooden platform and certainly a wooden dock at the water's edge. This is revealed in a simple postwar overhead diagram (Plate 1B) and by the angle of the photograph. Taken by a camera that required a steady base on the wharf, the photo shows the 650-foot Gas Company Wharf beyond, over which ran a 15-foot-high railroad trestle for transferring coal. The battery of piled dirt apparently lacked wooden footings and was thus situated on Calhoun Street itself and not over new fill in the marsh. The 1865 C. O. Boutelle map for the occupying forces (Map 28) adds no details. In any case, the battery--a simple one in contrast to the South and Custom House batteries (see Plate 1B)--obviously played a negligible role in the defense of the city.¹⁶

16. Charleston Daily Courier, Sept. 3, 1860; Official Records. . . , 28, Pt. 2, 381-382, Sept. 28, 1863 and 35, Pt. 2, 465, May 3, 1864; Q. A. Gillmore Supplementary Report. . . (New York: D. Van Nostrand, 1868); Arthur M. Wilcox and Warren Ripley, The Civil War at Charleston (Charleston: The News and Courier and The Evening Post, 1966), pp. 41, 84; conversation with Ripley, 1987.

Apparently, three of the four ironclads of the Confederate Charleston Squadron, blockaded in port, remained moored at or near Marshall's Wharf during the final months of the war. In 1866 J. N. Cardozo reminisced about the day that Charleston was evacuated in the face of the advancing Union forces, February 18, 1865: ". . . at about 11 o'clock, A. M., an explosion took place on the river, at the foot of Calhoun Street. The Confederate iron-clad steamer Palmetto was blown up." Debris flew in all directions as the Palmetto State sank, followed by the ironclads Charleston and Chicora, also given the torch. Debris may survive, also from wreckers who blasted all three hulks during 1865-1870. The Corps of Engineers in 1871 pinpointed the wreck of the Palmetto State "in the mouth of Town Creek," probably north of the site, but the other two hulks lay "nearly together in the Cooper River below Drum Island, off Marshall's Wharf," perhaps at the eastern edge of the site. But one may assume surviving remains were obliterated when the Town Creek channel was dredged in later years.¹⁷

Marshall's Wharf resumed normal commercial operations following the war, John Marshall operating it until 1881 and his heir Edward C. Marshall thereafter. Calhoun Street was apparently extended its full width to the end of the Wharf. This is shown in the 1869-70 City Directory map by Thaddeus C. Jowitt (Map 29) and suggested in the highly-stylized Drie "aerial view" of the city in 1872 (Map 30). Both suggest that the north side of the site remained dredged and functional for shipping, though the ownership of this property passed from Prothro, who foreclosed, to Charles H. Simonton in

17. J. N. Cardozo, Reminiscences of Charleston (Charleston: Joseph Walker, 1866), pp. 136-137; Capt. William Ludlow to Maj. Q. A. Gillmore, Apr. 20, 1871. E. Milby Burton, The Siege of Charleston (Columbia: University of South Carolina Press, 1970), p. 321, says the Palmetto State was blown up "at her wharf." My italics.

1867, then to several other owners in quick succession, sometimes with the property divided into separate parcels.

Because of these many ownerships, mapmakers retained some of the names after ownership had changed. In particular, the Carolina Lumber Manufacturing Company owned the north side of the site during 1875-76 and John C. Mallonee from 1877 to 1884. The 1882 plat of Mallonee's Mills (Map 31) shows a sawmill straddling the western edge of the site in addition to the former wharf. In 1883 the City Yearbook (Map 32), City Map (Map 33), and News and Courier Map (Map 34) retain the name of Carolina Lumber.¹⁸

The May 1884 Sanborn fire insurance maps (Maps 35, 36) show the installations of both sides of the site. On the north, Mallonee's Saw Mill and Lumber Yard still straddled the western

18. Sarah D. Wilden to Edward Carew Marshall, Sept. 1, 1881 (D18-254 CCRMC); Samuel R. Marshall to E. C. Marshall, Sept. 3, 1881 (U18-267); Thaddeus C. Jowitt map, Charleston City Directory 1869-70; C. Drie, "Bird's Eye View of the City of Charleston," 1872 (Library of Congress); City Engineer Block Plat 1882 (City Archives); Charleston Yearbook 1883; Map of Charleston 1883 (SCHS); News and Courier Map, Sept. 10, 1883. The somewhat confused deeding of the north side, due to broken parcels of land (CCRMC), included the following changes of ownership: Master to Charles H. Simonton, Feb. 5, 1867 (A14-789); Simonton to People's Bank of South Carolina, Aug. 22, 1870 (S15-31); Bank to Robert Hunter, Apr. 1874 (Q16-142); James T. Welsman to South Carolina Railroad Company, July 1, 1871 (W15-507); Railroad company to Carolina Lumber Manufacturing Company, Jan. 1875 (P16-307); Carolina Lumber to George S. Brown, Dec. 1, 1876 (E17-20); Brown to John C. Mallonee, Feb. 10, 1877 (Y16-601); Hunter to Mallonee__ 1876 (P15-433).

edge, its wharf protruding into the water. On the south, Marshall's Wharf is seen as producing naval stores, notably rosin and spirits of turpentine. A lattice type storage shed for turpentine touches the south edge of the site. The actual wharf of Marshall's company was renamed "Gadson's," an apparent misspelling of the traditional Gadsden name (see Map 38).¹⁹

In July 1884 Mallonee sold the north side of the site to the Berkeley County Railway and Lumber Company, which in turn sold it to the Fernoline Chemical Company of Hempstead (Long Island), New York, in 1887. The Sanborn maps of 1888 (Maps 37, 38, 39) show the "old log slide" from the mill no longer in use, the mill itself converted into a storage building for oils. A steam pump and tool repair shop were situated at the foot of the wharf, on which had been installed a tramway for transporting cord wood. An 1890 plat "of Mallonee Mills and Fernoline Works" by Charleston City Engineer Louis J. Barbot (Map 40) reveals that the steam pump had been removed, leaving the building exclusively as a machine shop. Also, a boiler house was added on the south side of the pier tramway. The Fernoline Chemical Company sold out to Frederick Ayer in 1892. The north half of the site was therefore a chemical industry operation for five years (1887-92), meaning that potentially hazardous materials could be deposited there.²⁰

19. Sanborne fire insurance maps, May 1884 (Library of Congress).

20. Mallonee sale to Berkeley County Railway and Lumber Company, July 1, 1884 (Z19-427 CCRMC); Railway to George G. Moore, Apr. 15, 1887 (K20-519); Moore to Fernoline Chemical Company, May 8, 1887 (X20-763); Fernoline to Frederick Ayer, Mar. 3, 1892 (Z21-319); Sanborn insurance maps 1888; City Engineer Louis J. Barbot plat, May 24, 1890 (City Archives).

An 1890 City Engineer's map (Map 41) of the proposed Concord Street Extension (also shown on Map 40) retains the older name of the Carolina Lumber Company, with "Fernoline Works" written in. A "Quaint Scene from Marshall's Wharf" in the 1890s (Plate 2) is contrasted with the same area in the 1970s (Plate 3). It appears to be just beyond the southern boundary of the site but is indicative of the activities there in the 1890s.²¹

The north side of the site remained under the ownership of Frederick Ayer, whose use of it is unknown, from 1892 until 1917, when he sold it to the Interstate Land Holding Company. The south side of the site passed from the Marshall family to the Charleston Basket and Veneer^{Manufacturing} Company in 1897, then in 1911 to William H. Mixson, president of the Southern Fruit Company. In 1914 the Valk and Murdoch Iron Works Company purchased the south side and operated it through World War I. The general U. S. Coast and Geodetic Survey map of 1918 (Map 42) gives no details of the site, except to suggest that the tramway wharf of the north side no longer existed or had been abandoned.²²

21. James Moore Rhett, III, and John Carson Hay Steele, Charleston Then and Now (Columbia: R. L. Bryan, 1974), pp. 80-81.

22. Frederick Ayer sale to The Interstate Land Holding Company, May 24, 1917 (W27-577 CCRMC); Master to The Charleston Basket and Veneer Manufacturing Company, Dec. 7, 1897 (F23-79); Basket company to William H. Mixson, May 15, 1911 (Y25-111); Mixson to Charles V. Boykin, Jan. 19, 1914 (Y25-420); Boykin to Valk and Murdoch Company, Apr. 23, 1914 (Y25-617); U. S. Coast and Geodetic Survey map by R. B. Marshall 1918 (SCHS); Charleston City Directory 1912. A search of the City Directory between 1892 and 1917 failed to identify Frederick Ayer, who evidently was an out-of-state owner.

The Charleston Dry Dock and Machine Company purchased the south side of the site in October 1919 and the north side in July 1920, thus assuming complete ownership over the entire site. A 1938 page was added to the 1902 Sanborn fire insurance map (Map 43), showing no details of the site except a loft for wooden posts along Concord Street and a general storage ("No.9") building near the southern edge of the site. This map was incorporated in the 1944 edition, hence the annotation "Uncorrected Since Mar, 1942."²³

An aerial photograph by the Aero Service Corporation of Philadelphia in 1939 (Plate 4) clearly shows the site in its final form at the date which terminates this study. The Charleston Shipbuilding and Dry Dock Company and the Marine Contracting and Towing Company--the latter perhaps using the site on a rental basis, for no ownership was involved--are shown at the foot of Calhoun Street. The site had clearly been dredged, the former tramway-wharf eliminated, and the section adjacent to Concord Street filled in, probably during the 1920s and 1930s. Faintly visible is undeveloped filled land on the northwest corner, which, judging by the 1944 general Sanborn map (Map 44), was developed straight across the site during World War II for wartime shipbuilding operations.²⁴

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23. Valk and Murdoch sale to Charleston Dry Dock and Machine Company, Oct. 22, 1919 (R29-72 CCRMC); Interstate company to Charleston Dry Dock and Machine Company, July 12, 1920 (C29-449). Both deeds were reaffirmed by Master of Equity to the Company, Aug. 7, 1934 (C38-15). Also, amended 1902 Sanborne insurance map of 1944, new sheet added in Feb. 1938 (Library of Congress).
24. Amended 1902 Sanborne insurance guide map of 1944; aerial photo by Aero Service Corporation of Philadelphia, 1939 (Charleston City Archives).

Inasmuch as all vessels constructed partly of steel between the 1880s and 1940s required red lead as a sealant and for painting, the Charleston Dry Dock company no doubt used this potentially hazardous material at the site from 1920s through the 1940s, as may have the Valk and Murdock Iron Works during 1914-1919. Deposits or traces of red lead may therefore lie buried at the site. About 1940-41 the Dry Dock company built a shipway extending straight from the end of Calhoun Street into the site in order to construct steel seagoing tugboats for the Navy for World War II service. The only suspected hazardous material these craft would have required was red lead.²⁵

On the basis of the evidence, one may conclude that the site is theoretically rich in archeological deposits from shipping operations dating from 1773. However, the continual requirements for dredging to keep the wharves accessible for docking merchant ships and naval vessels in all likelihood disturbed or destroyed whatever has lain on the bottom of the site. Major machinery was probably removed from the wooden buildings on the site (one deed of sale even stipulated it be done),²⁶ so that permanent structures certainly do not exist underwater or within the current fill. One exception may be the foundations and related debris of Gadsden's Wharf (and its successors) along the southern edge of the site. No shipwrecks are known to exist at the site, although debris from the Palmetto State, Charleston, and Chicora may survive somewhere along the eastern edge.

25. Conversations with Palmer Olliff, Charleston Naval Shipyard, and Bonnell Black, employed at the Charleston Shipbuilding and Dry Dock Company during 1940-42.

26. George C. Moore to Fernoline Chemical Company, May 8, 1887 (X20-763 CCRMC).

Maps

1. City Engineer Map of 1946 (SCHS).
2. Alfred O. Halsey Map of 1949 (SCHS).
3. Maurice Mathews Map, c. 1685 (Library of Congress).
- 4.-5. Edward Crisp Grand Model Map, c. 1704 (Library of Congress).
6. Ichnography of 1739 (SCHS).
7. Plan of Charleston, c. 1760s (SCHS).
8. Plan of Lands Belonging to Christ. Gadsden, c. 1770 (McCrady Plat #624, CCRMC).
9. Fire Insurance Ithnography of Charleston, Aug. 2, 1788, by Edmund Petrie (SCHS).
10. Plan of the City of Charleston [1802] (SCHS).
11. General Sir Henry Clinton map, 1780 (National Maritime Museum, Greenwich, England).
12. Clinton map, 1780 (SCHS).
13. Plan of the Siege of Charleston, 1780 (Carolina Art Association/Gibbs Art Gallery).
14. Map of Charleston, 1883 (SCHS), but showing 1780 fortifications.
15. Joseph Purcell survey, Feb. 1786 (McCrady Plat #479, CCRMC).
16. Goddard and Sturges survey, July 1795 (McCrady Plat #545, CCRMC).
17. Ibid. (McCrady Plat #449 CCRMC) (Rough sketch).
18. Purcell survey 1807 (McCrady Plat #543 CCRMC).
19. Ibid. (Charleston City Archives).
20. City Council map, 1832 (B31-32 CCRMC).
21. Plan of the City of Charleston 1842 (Carolina Art Association).
22. Plan of the City Neck of Charleston 1844 (SCHS).
23. Plan of Proposed Depots for the So. Carolina Rail Road, c. 1846 (SCHS).
24. R. P. Bridgens and Robert Allen Map of Charleston 1852 (LC).
25. Charles Parker Plat A120 of 1852 (CCRMC).
26. Colton's Map of Charleston 1855 (SCHS).
27. Lieutenant John Johnson, CSA Engineer Corps, map of Charleston's Defenses, Nov. 28, 1863 (SCHS).
28. C. O. Boutelle map of Charleston harbor for Rear Admiral J. A. B. Dahlgren, USN, 1865 (Government Printing Office).
29. Thaddeus C. Jouitt map, Charleston City Directory, 1869-70 (SCHS).

30. C. Drie, "Bird's Eye View of the City of Charleston," 1872 (Library of Congress).
31. City Engineer Block Plat 1882 (Charleston City Archives).
32. Charleston Yearbook 1883.
33. Map of Charleston 1883 (SCHS).
34. Charleston News and Courier map, Sept. 10, 1883.
35. Sanborn insurance map, guide, May 1884 (Library of Congress).
36. Ibid., #18, May 1884 (LC).
37. Ibid., guide, 1888 (LC).
38. Ibid., #18, 1888 (LC).
39. Ibid., #47, 1888 (LC).
40. Charleston City Engineer Louis J. Barbot plat of lot and buildings of Mallonee Mills and Fernoline Works, May 24, 1890 (Plat Book of City of Charleston, 1671-1951, Charleston City Archives).
41. City Engineer's Office, Concord Street Extension, Apr. 3, 1890 (Charleston City Archives).
42. U. S. Coast and Geodetic Survey map by R. B. Marshall 1918 (SCHS).
43. Amended 1902 Sanborn insurance map of 1944, new sheet added in Feb. 1938 (Library of Congress).
44. Guide to ibid.

Plates

- 1A. Calhoun Street Battery photograph (Wilcox and Ripley, The Civil War at Charleston, p. 84).
- 1B. Calhoun Street Battery diagram (Q. A. Gillmore, Supplementary Report, Plans & Sections of Rebel Works).
- 2-3. Marshall's Wharf, 1890s and 1970s (Rhett and Steele, Charleston Then and Now, pp. 80-81).
4. Aerial photograph by Aero Service Corporation, 236 E. Courtland Street, Philadelphia, 1939 (Charleston City Archives).

List of Owners

<u>North Side</u>	<u>South Side</u>
1760s? Christopher Gadsden	1760s? Christopher Gadsden
1807 Elizabeth Mazyck (lease)	1817 Christopher E. Gadsden
1817 C. E. Gadsden	1846 Joseph S. Addison and
1850 Richard F. Smith	David W. McIntosh
1851 B. F. Smith and	1852 David W. McIntosh
Nelson B. Prothro (lease)	1859 John Marshall
1867 Charles H. Simonton	1881 Edward C. Marshall
1870 Bank of Charleston (half-	1897 Charleston Basket and
interest with Simonton)	Veneer Manufacturing Company
1871 James T. Welsman (?) to	1911 William H. Mixson
South Carolina Railroad Co.	1914 Charles V. Boykin
(parcels)	1914 Valk and Murdock Iron Works
1874 Bank of Charleston to	1919 Charleston Dry Dock and
Robert Hunter	Machine Company
1875 South Carolina Railroad Co.	1934 Reaffirmed
to Carolina Lumber Manu-	
facturing Co. (parcels)	
1876 Robert Hunter to John C.	
Mallonee (parcel)	
1876 Carolina Lumber to	
George S. Brown	
1877 Brown to Mallonee	
1884 Berkeley County Railway	
and Lumber Company	
1887 George G. Moore	
1887 Fernoline Chemical Company	
1892 Frederick Ayer	
1917 Interstate Land Holding Co.	
1920 Charleston Dry Dock and	
Machine Company	
1934 Reaffirmed	

List of Structures

No significant historic structures were erected on the site, except for a portion of Gadsden's Wharf. The minor buildings that did exist are dated by the maps.

<u>Building & Use</u>	<u>Construction</u>	<u>Owner</u>	<u>Location</u>	<u>Map</u>	<u>Dates</u>
Commercial wharf	wood	Chris. Gadsden C.E. Gadsden J.S. Addison & D.W. McIntosh John Marshall E.C. Marshall Chas. Basket Co. W.H. Mixson	south side #8		1767-1914
same; industry; shipbuilding	wood?	Valk & Murdock Iron Works Chas. Shipbuilding		#43	1914-1919 1920-1940s
Lumbering wharf; tram roadway added 1880s	wood	R.F. Smith Nelson Prothro C.H. Simonton Carolina Lumber Co. John C. Mallonee Berkeley Railway & Lumber Co.	west side #25		1850-1920
same; chemical manufactures? shipbuilding	wood?	Fernoline Chemical Co. Charleston Shpbldg		#39	1887-1892 1920-1940s
Calhoun St. Battery	wood & earth	Confederate Army	SW corner	#25	1863-65
Saw mill log slide	wood?	J.C. Mallonee	west side	#31	1870s-80s
Saw mill steam pump and repair shop	wood?	Fernoline Chem. Company	west side, foot of wharf	#39, #40	1887-92
Storage cooper shed	wood?	"	SW corner	#39	"
Boiler house	wood?	"	west side	#40	1890s
Loft	wood	Chas. Shpbldg Co.	west edge	#43	1930s
Storage shack	wood?	"	west side	#43	1930s
Shipfitter's shop (partial)	steel frame; concrete floor	"	SW corner	#43	1930s

List of Shipwrecks

No shipwrecks or other historic marine structures have been located within the boundaries of the site, although three Civil War ironclads--the Palmetto State, Charleston, and Chicora--are known to have been sunk near the site and later (c. 1865-70) demolished by wreckers.

HMS Thetis, a 32-gun 5th rate British man-of-war, sank somewhere along Gadsden's Wharf during a storm in 1782, but this could have been located well to the south of the site. It was in all probability salvaged the same year before the British evacuated the city.

Bibliography

Primary Sources

The bulk of primary materials for this study were deeds found in the Charleston County Register of Mesne Conveyances (CCRMC), along with plats there and maps (or copies) found in the following archives (with acknowledgements to the appropriate archivists):

Carolina Art Association/Gibbs Art Gallery
Charleston City Archives (thanks to Ernestine Fellers)
CCRMC, especially the McCrady collection of early plats
(thanks to Sallie Doscher, title searcher, Abstracts, Inc.)
Charleston Museum (thanks to Martha Zierden)
Charleston News and Courier
Library of Congress, including the Sanborn Map Company fire insurance maps (copies at SCHS)
National Maritime Museum, Greenwich, England (copies SCHS)
South Carolina Historical Society (thanks to Cam Alexander)
U. S. Coast and Geodetic Survey

Thanks are also due Brien Vernado, David Ruth, Elias Bull, Warren Ripley, P. C. Coker, III, Palmer Olliff, and Bonnell Black.

The primary maps from the Library of Congress and National Maritime Museum were taken from copies at the SCHS, Carolina Art Association, and books. John A. Wolter, Chief, Geography and Map Division, LC, states (letter of December 11, 1987) that the earliest very large scale map of the city dates from 1852 (#24 of this study). Mary Hilton, Librarian of the Corps of Engineers in Charleston, informed me that no records exist in its files relating to the subject of this survey. But the Fort Sumter National Monument library has a copy of Captain William Ludlow's Corps of Engineers report on Charleston harbor and the sunken Confederate ironclads to Major Q. A. Gillmore, April 20, 1871. The wealth of data in local repositories made up for no known materials at the National Archives.

Newspapers consulted were the Charleston Daily Courier, Charleston News and Courier, and the South Carolina Gazette. A perusal of the John Johnson papers at the SCHS added nothing to the question of the Calhoun Street Battery.

Books

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East Side During the Nineteenth Century. Charleston Museum Archeological Contributions 17; Charleston: Charleston Museum and Avery Research Center, September 1987. The only archeological study of the east side of the city, and while not dealing in any detail with the site it provides excellent background to an overall understanding of the area.

Stoney, Samuel Gaillard. This is Charleston. Charleston: Carolina Art Association, 1944. A few nuggets of information were utilized.

Wilcox, Arthur M., and Warren Ripley. The Civil War at Charleston. Charleston: The News and Courier and The Evening Post, 1966. An excellent series of newspaper histories of the war, based on solid research, and therefore important to pinpointing the Calhoun Street Battery.

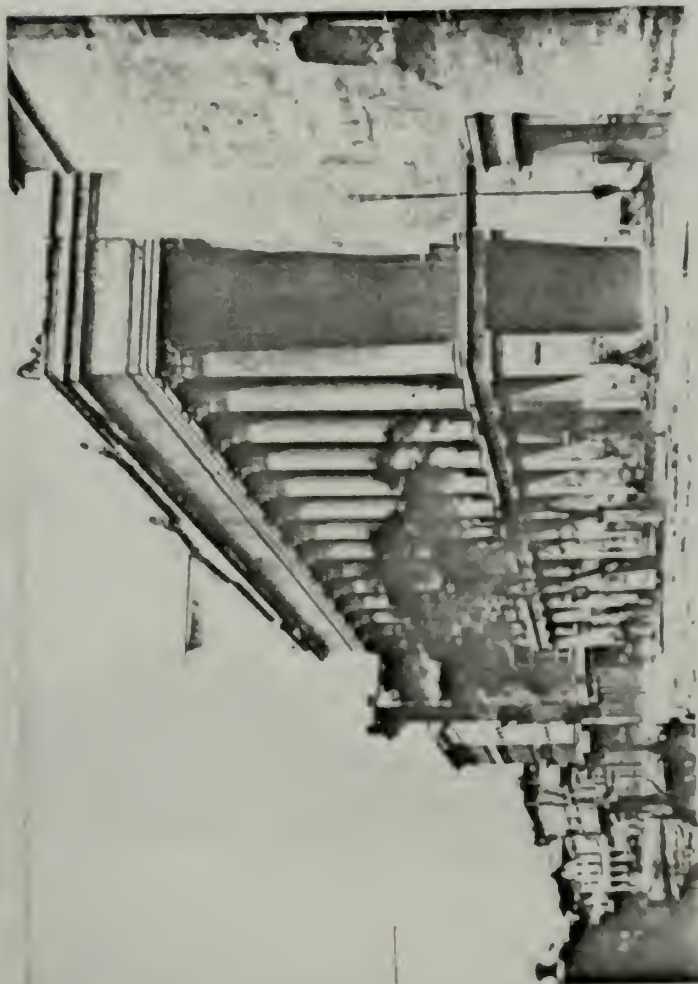
The Author

Clark G. Reynolds received his Ph.D. from Duke University in 1964 and has taught American history at the U. S. Naval Academy, University of Maine, and U. S. Merchant Marine Academy; he is presently an adjunct professor of history at the College of Charleston and consultant to a number of governmental agencies in this country and Canada. His books include The Fast Carriers, Command of the Sea: The History and Strategy of Maritime Empires, and The Fighting Lady. He resides in Mt. Pleasant, South Carolina.

Maps and Plates

Arranged chronologically, with the plates
integrated with the maps.

Circular Congregational Church



Ruins of the Circular Congregational Church which was in the path of the disastrous fire which swept across the city in 1861. St. Philip's Church is in the background.

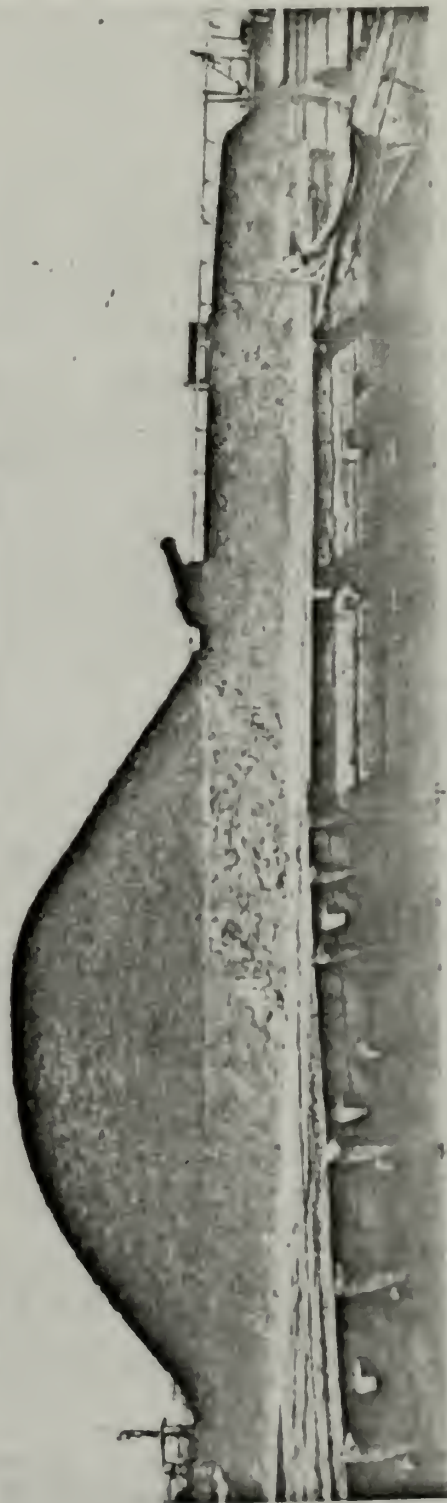
The Charleston Hotel in Union hands. Camera caught the Stars and Stripes flying from the historic Meeting Street hotel. This magnificent building, with its splendid columns, was torn down in the 1950s.

Calhoun Street Battery was armed with a rifled and banded 8-inch columbiad. It was one of several Charleston defenses that overlooked the Cooper River

The Charleston Hotel

Plate 1A

1865

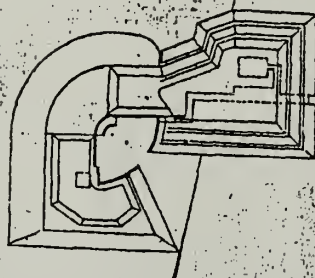


Calhoun Street Battery

BATTERY AT MOUNT PLEASANT

Armament -

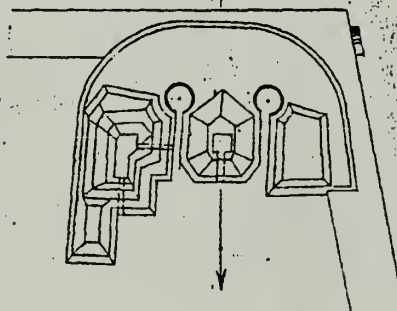
1-13 Blakeley's Rifle, burst by enemy before evacuating the City.



"BATTERY AT THE CUSTOM HOUSE

Armament -

1-10" Columb. 1-8' Brooke Rifle



SOUTH BATTERY

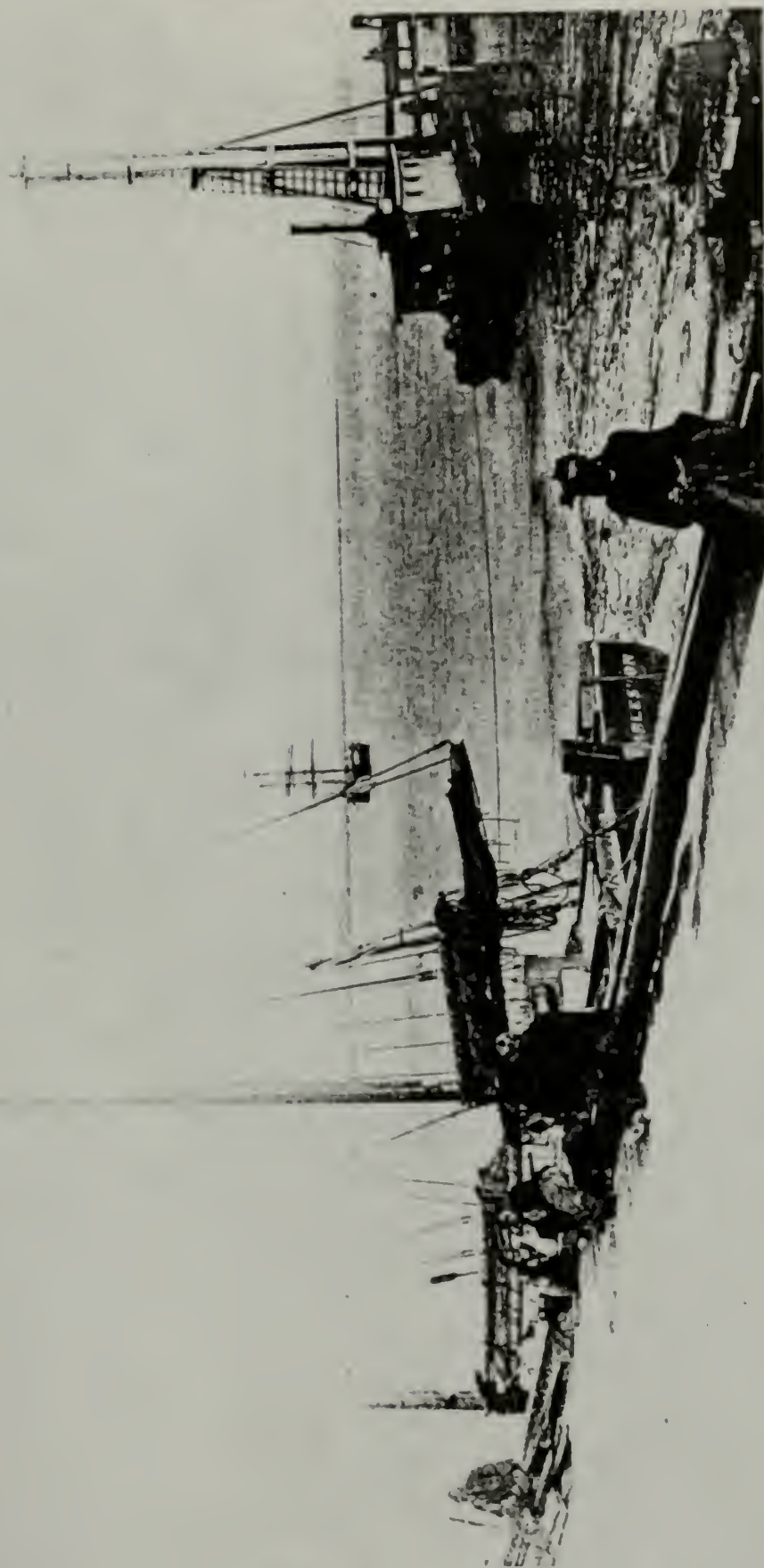
King Street

Armament - 1-8' Brooke Rifle



BATTERY

Calhoun Street



10-1890s

QUAINT SCENE FROM MARSHALL'S WHARF near the eastern end of Calhoun Street. A schooner lies at anchor in the harbor, while at right a pile-driving rig is used in adding a new section of wharf.

Plate 2

1890s



40—1970s

Plate 3
1970s

A FEW LONELY PILING that have survived attack by marine borers are all that remain of the old pier. On the horizon at left are the eastern ends of the Cooper River Bridges. To their right are seen Mount Pleasant and Sullivan's Island, while barely visible at far right over the concrete-decked wharf is Fort Sumter.

